


Shipping

Steamers.

NAVIGAZIONE GENERALE ITALIANA
(FIORIO & RUBINATO UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG & BOMBAY.
Having connection with Company's Mail
Steamers to ADEN, SUERZ, PORT SAID,
MESSINA, NAPLES, (LIGHORN)
and GENOA; all Mail Steamers
ARRIVING, LEAVING and SOUTH AME-
RICAN PORTS, up to CALZAO. Tiding Cargo
at through rates to PERSIAN GULF
and BAGDAD.

The Co.'s Steamship
Bonifica
FRANCESCO SUGNI, Mas-
ter, will be dispatched at
about 10-MORROW MORNING, the 13th
Instant, at Daylight.



For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.
 Agents.
 Hongkong, March 12, 1892. 44

SHIRE LINE OF STEAMERS!

**FOR SINGAPORE, HAVRE, LONDON
 HAMBURG AND ANTWERP**

The Steamship
Rodnorshire,
 Capt. F. DAVIES, R.N.E.
 will be despatched **on**
 above on or about **MONDAY**, the 14th
 Instant, instead of as formerly advertised.

For Freight or Passage, apply to
DODWELL, CARRELL & Co.,

Hongkong, March 9, 1892. \$3

DOUGLAS STEAMSHIP COMPANY
LIMITED.

FOR SWATOW, AMOI & BOOHON
The Co.'s Steamship
"Hainan,"
Capt. J. H. H. H.
dispatched for the above
Ports on **TUESDAY**, the 15th Instant,
Daylight.

For Freight or Passage, apply to
DOUGLAS LAURENCE & Co.,
General Managers.
Hongkong, March 11, 1892. 4

THE CHINA & MANILA STEAMSHIP

THE SHIPWORTHY STEAMSHIP
COMPANY, LIMITED.
FOR MANILA VIA AMOY.
The Co.'s Steamship
Esmeralda
Capt. G. TAYLOR, will
be dispatched for the above
ports on **TUESDAY**, the 15th Instant,
6 p.m.
For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.
Hongkong, March 11, 1892.

Notices to Consignees.
STEAMSHIP SALAZIE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNÉES of Cargo from London
ex Steamship *Eve*, and from
Bordeaux ex Steamship *Ville de Lili*
in connection with the above Steamers
are hereby informed that their Goods
with the exception of Opium, Treasure &c

Vagabonds, who are at the Honorable and Knowledgeable
 WILDER & GODOWN COMPANY'S KNOWLEDGE, whence delivery may be obtained immediately after landing.
 Optional Goods will be forwarded on, unless otherwise specified, from the Consignee before 4 p.m. To-Date (Thursday), the 10th Instant, requesting it to be landed here.
 Bills of Lading will be countersigned the undersigned.
 Goods remaining undelivered after THURSDAY, the 17th March, as Now will be subject to rent, and landing charges per diem.
 All Claims must be sent in to me on or before THURSDAY, the 17th March, or they will be considered barred.
 All Damaged Packages will be examined on FRIDAY, the 17th March, at 8 p.m.

No Fire Insurance has been effected.
G. DE OHAMPEAUX,
Agent.
Hongkong, March 10, 1892.

**THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.**

NOTICE TO CONSIGNEES.

**FROM LONDON, LIVERPOOL
AND SINGAPORE**

THE Company's S.S. KRACON, having arrived from the above Port of Call, has this day arrived at this wharf. The Consignees of Cargo are hereby informed that their Goods are being landed.

No Claims will be admitted after 12 Noon, whence delivery may be obtained for Goods have left the Godowns, and Claims may be sent in for Goods damaged by the Undersigned before 12 Noon, on the 11th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Instant, at 12 Noon to 2 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th Instant will be subject to rent.

Optional Cargo will be forwarded at the rate of the contrary be given before 12 Noon To-B-A-K.

ARNHOLD, KARENG & Co., Agents.

Hongkong, March 7, 1892.

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS,
PAPERS will be thankfully received
at the Sailor's Home, West Point.
Address: Care of SUPERINTENDENT

PROFESSOR Van Tassel takes with him, in

to take place about the middle of this month, three journalists, namely, representatives of the *Daily Graphic*, of the *Madras Times* and of an unnamed Calcutta journal. He starts from Calcutta and his

SUNDAY labour in Calcutta is dealt with by orders which come into force on the 1st proximo, which provide that no goods shall be discharged, shipped, or water borne to be shipped to any vessel between sunrise and sunset on Sundays, except on payment of Rs. 10 to the Customs, and an additional fee of from Rs. 50 to Rs. 300 on the register.

In addition to the twenty-two vessels mentioned by the *N. C. Daily News* leaving Shanghai on the 4th inst. there were three others of a little over 8,000 ton register, bringing the number of vessels up to 25, and 26,000 tons. Of the arrivals there were six vessels of 13,000 tons register, four of them being British with 12,000 tons. If the actual carrying capacity of all these vessels were added up it would amount to something like 50,000 tons.

The following appointment has been made at the Admiralty:—Lieutenant R. H. Grafton, to the *Porpoise*; to date Feb. 6.

hann, who recently died of bronchitis, aged fifty-seven, served with the 81st Regiment throughout the campaign of 1860 in China, including the action of Sihang and storming of Tientsin, receiving two medals with clasp for the Taku Forts. He also served against the Taiping rebels in the vicinity of Shanghai in 1862.

Fleming, K.C.M.G., and Constance Mar Kavanagh, eldest daughter of Mr. Martin D. Kavanagh and the Hon. Mrs Kavanagh.

A Vienna correspondent telegraphs—learn from a diplomatist that the Chinese are secretly mobilising an army corps in the province of Kashgar, and that Russia fears their occupation of the Pamir territory. In some quarters in Russia English intrigue is feared, and the neutralization of the Pamir district is advocated in order to prevent a Chinese occupation.

A private telegram has reached Peking stating that General Tcheng Ki-long has been ordered to the prison of Kanton.

The Japanese Minister at Athens has telegraphed to the Japanese Minister at Ypsolochi, stating that the Japanese Minister at Athens has

from that city at nine o'clock yesterday morning on his ride to Japan (Tokyo). European Russia, Siberia, and the Korean Peninsula. He calculates that it will take him two years to accomplish the feat. His intention is to ride both on horse, an English cob, throughout his journey. The total distance is about 6,500 miles. Mr. Fukukuma speaks no less than six languages, and is already a traveller some some distinction.

IMPORTANT SALVAGE CASE.
CLAIM FOR \$4,600.

This forenoon Mr. Wime, Police Magistrate, and Mr. W. O. H. Hastings,

Agreed upon as arbitrators in the claim for \$4,300 made by the owners and officers of the steamer *Wingand* against the owners of the steamer *Bornida* for cargo stolen from the latter on 28 December last, held a sitting in the Supreme Court to hear evidence.

Mr. A. P. Stokes appeared on behalf of the owners of the *Bermida*, and Mr. J. Francis, Q. O., instructed by Mr. Hastings for the owners of the *Wingsang*.
Mr Stokes made an opening statement and read the following translation of extract from the log-book of the *B*

23-24 Dec. '91.—Contra, NE. $\frac{1}{2}$ continued. A strong wind from N.N. is blowing, accompanied by a very high sea and rain squalls. The sky is overcast & misty. During the whole of the following 24 hours she is continually swept by the

high seas, which causes her to work heavily. At noon lat. 15° 07' N., long. 112° 00' W. Course rectified N. 32° E. distance 11 miles.

24 25 Dec.,—Course N.E. $\frac{1}{2}$ N.—Gale from N.N.E. accompanied by a very big sea so that scarcely any headway is made. The sky is overcast and there are squalls from time to time. At 5.30 p.m. 1862, E.

sea was running and a strong wind blowing from N.N.W. a strong shock is felt, which is immediately followed by others in the engine room and the engines commence to race. We went in a body aft, but am almost sure that the propeller's blades were broken and lost; or that the shaft was heavily damaged. Owing to the heavy running we are unable to see anything. We stop the engines which, as they do not

disasterer my resistance, were taking so high a risk, I expected that other heavy damage might have been done. The steamer was now at the mercy of the sea which struck her across and caused her to roll so heavily that she was constantly covered by the sea, the assault penetrating into the hold through the hatches. Having tried all means we at last succeeded in closing the same hermetically.

At the same time we set our sails we could not get the steamer up and be able to start her. We have done this by 8 p. m. started S. W. at an average speed of from 2 to 3 miles an hour. Having managed all this as well as we could we considered what steps are to be taken in order to save the lives and the property. Till the actual extent of the damages was known, the advice prevailed to try by all means to get clear of the ice.

the forward tanks and to reach the counter-
taken by the steamers coming from the
north. I learn from the chief engineer
that the propeller shaft was broken, but
he is doubtful whether the whole propeller
or part of it is lost. We find more water
than usual in the bottom and work the
pumps. On deck they are working
actively to increase the surface of the
sails as much as possible. There is

high was running and the wind in blowing strongly in gusts from N. N. W. and it is raining in torrents. Thus, at night passed. We estimate our speed to be 2-3 miles an hour. At 6 o'clock in the morning, having sent aft for a fresh pig to replace that one which was carried away by the wind, the boatwain reported the people to be inundated. I went there and found plenty of water in the stuffing box. We

therefore believe that besides the loss of the propeller blades there are heavy damages in the tube caused probably by propeller being broken. The pipes are opened and the water flows down in the hold underneath the engines and is got rid of by the pumps. Though no diminution of the same is obtained, yet we succeed

Captain Brown, late chief officer *Rome* (s.). On leaving Middlesbrough proceeded direct to London, where complete her loading for Hongkong, and Singapore.

March 11, 1898
For some time troops have been in

THE STRAITS MILITARY CONTRIBUTION.

'EMBARRASSING THE GOVERNMENT.'

The *Singapore Free Press*, referring to the despatch from the Secretary of State, declining to consider the claim of the colony to some reduction of the military contribution in view of the diminution that has occurred in the revenue of the colony, suggests that the colony should embarrass the Government "until" its claim is recognised. The manner in which this is proposed to be done is thus forth:—

[illegible]

idence of the power of the influence

that the Times, after repeated interviews with the manager, declined to insert a advertisement, while the Daily Telegraph, after repeated negotiations, inserted it only once, and immediately withdrew it, on the specific ground, that insertion would embarrass the Government. As the agent of the gentleman who ordered the advertisement to be inserted in the Standard wrote : " I never had so many refusals before in getting rid of a £6 note as I have now." The Standard, however, made no difficulty about the advertisement appearing. The proprietors noticed it; the late Lord Cairns, who

mentioned it in an important letter to the
 the coalings-stations. Singapore was
 provided with its needed nee-
 cement. That is our cue; as the Times
 our Government has
 most convincing
 defence of our claims; our Legislati-
 onal Council may debate and protest; our
 Associations may memorialize, our
 common public meetings, and cause the
 question to be debated in Parliament; our
 press may print a series of the most

[illegible]

NEW P. AND O. STEAMER FOR
THE FAR EAST TRADE.

pany, left the yard of her builders, Sir John Dixon and Co., at Middlesbrough, London, on the 4th inst. The vessel is one of the largest steamers built upon the Tyne, having the following dimensions: length over all, 880 feet; breadth ex-

decked rule to Lloyd's highest class, is very completely fitted for the trade in which she is intended, between London, Manila, and Japan. Her decks and deck-

They are oftentimes, with all the latest improvements in the way of steam cranes, hoists, &c., for carrying heavy cargo, accommodation for passengers is provided under the bridge amidships. The stowage for passengers is by a highly ornamental companion house decorated in

ed and polished hardwood panels, and
and lacernsta, from which a handsome
case leads to main saloon below, which
decorated in a novel style in ornamental
of hardwood, and handsomely
painted. The galley steward's pantry,

are very completely fitted, and the rooms, &c., are supplied with hot water. The accommodation for the officers and crew is in commodious cabins, in the after end of the ship, and for her Landing crew in the fore part. The engines, which have been built by Messrs. Thomas Richardson

Sons, of Hartlepool, are of the triple-expansion type, having cylinders 28 inches in diameter and 48 inches long, and 77 inches diameter by 48 inches stroke, giving an indicated horsepower of 2,700, which are designed to drive the vessel at a speed of 12 knots.

who were present at the trial, expressed themselves very highly gratified with her construction and performance. It was built under the supervision of Captain Angus and Mr. White, engineer, and will be commanded by

(2). On leaving Middlesbrough she headed direct to London, where she will complete her loading for Bombay, Hongkong, and Singapore.

\$9,106.87 at debit of this account representing expenditure incurred in carrying out scheme recommended in 1899 by Poulter, the Company's Acting Manager, and approved of by your Committee whereby the output of the Refinery has considerably increased at an estimated cost of \$100,000.

Consulting Committee.—Messrs. D.

lies and T. E. Davies retire in accordance with the Articles of Association, but eligible offer themselves for re-election. *Editor.*—The Accounts have been audited by Mr. Thomas Arnold, who is proposed for re-election.

CAPITAL ACCOUNT.		
Assets.		
Property Account.		\$ 75
Extension Account.		
Steam-launch Procurosr.		
Refined Sugar.		18
Raw Sugar.		3
Molasses.		

Coal, Charcoal, Stores, Fire Insurance, &c.,	1
Cash,	1
Sundry Debtors,	1
Profit and Loss Account,	\$ 88
	\$1,01

Liabilities.	
Capital Account,	\$ 70
Jardine, Matheson & Co., Advances Account,	5
Jardine, Matheson & Co., Current Account,	23
Hongkong & Shanghai Banking Corporation,	3
Accounts Payable,	
	\$1.01

PROFIT AND LOSS ACCOUNT.		
To Loss on Working.		\$24
To Interest.	\$25,012.71	
To Loss Interest on General Agents' Advances Account, (owed),	5,500.00	
To Remuneration to Consulting Committee.		

(conceded),
 To General Agents and Manila Agents
 Commission, (conceded),
 To Auditor's Fee,
 By Balance from last year,
 By Exchange,

By Balance, 81
\$45
Hongkong, 8th March, 1892.
JARDINE, MATHESON
General Agents.

DEAFNESS ABSOLUTELY CURED.—A Gentleman who cured himself of Deafness and Noise in the Head of 14 years' standing by a new method will be pleased to send full particulars to any Address. **HENRY CLAYTON**, 8, Shepherd's Row, Kennington Park, London, S.E., Eng.

Rowlands' Odonto, a pure and scientific
only prepared tooth powder, antacid,
parasitic and slightly alkaline, it penetrates
to the hidden flaws and crevices of the
where decay originates, removes it,
polishes and preserves the enamel, pre-
vents and cures decay and sweetens the

is free from acid or gritty ingredients.
ROWLANDS' ESSENCE OF TYRE dyes the
 grey hair a permanent brown or black.
 Ask dealers in perfumery for Rowlands'
 articles.

... ..

THE BALLAD OF THE "BOIVAR."

BY RICHARD KIPING.

The following powerful and stirring verses by Mr. Richard Kipping, coming immediately after Mr. Pimblett's evidence on the subject of the "Boivar" case, are, we think, more likely than any other to fix attention upon a subject of profound interest and importance.

"Is it not to the advantage of the shipowner to make his ship safe?—Yes, if he carries passengers, for his business would be lost, but in the case of fraudulent insurance, or when the shipping trade is bad, it would be to his advantage to lose

his ship. Therefore, I say, the State should interfere."—Mr. Pimblett at the Labour Commission, January 25, 1892.

Seven men from all the world back to deck again,
Holding down the Ballad of the Boivar and raising it;
One the girl another the driver, for we sign away—
"He's the best of the Boivar" out across the Bay!

We put out from Sunderland loaded down with rails;
We put back to Sunderland 'cause our cargo shifted;
Seven days and seven nights to the start we drifted
Back to the Boivar, and the Boivar was the best!

Back to the Boivar, and the Boivar was the best;
All the coal stowed a-deck, half the rails below;
Looking like a lobster-pot, steering like a day—
Out we took the Boivar, out across the Bay!

One by one the lights came up, winked and let us by;
Mile by mile we waddled on, coal and so on so short;
"Let the Wolf behind us with a two-foot list to port."

Trailing like a wounded duck working out her soul;
Clanging like a smithy-shed after every roll;
Just a tumbled and a maul hurled in through the spray—
So we thrashed the Boivar out across the Bay!

For her hog and folt her egg, let her when she'd break;
Wonders were time shored off she'd elude the lock;
Hand the sea like a drunken man, pounding at her stroke;
Topped the Lord 'ud keep his thumb on the plume-black.

Banged against the front deck, tiller chocked with coal;
Flayed and frozen foot and hand, sick of meat and
"Let us pray!" she'd back herself into Judgment!

Day—
"I'll be damned the Boivar knocking round the Bay!"
On her nose hung up to day, growing to be still—
Up and down and back to port, never time for breath;
Then the money paid at Lloyd's caught her in the head,
And the steamers ran round and round and out at sea.

Asking for an hour's sleep, closing off between;
Heard the engine chock when she'd look it green;
Watched the compass chock like a cat at play—
That was on the Boivar, north, south, the Bay.

SHARE LIST.—QUOTATIONS.
Hongkong, Saturday, 4 p.m., 12th March, 1892.

STOCKS.	Capital.	No. of Shares.	Paid-up.	Reserve & Working Account.	Last Dividend and when paid.	Closing Quotations.
Banks.						
Hongkong & Shanghai Banking Corporation	10,000,000	80,000	125	6,300,000	30/- for 1-year ending 31/12/91, Feb. 29, 92	140 % prem., sales and sellers
Bank of China, Japan & Straits, Ltd.	1,000,000	99,875	26	30,295.92	1/- per share, Feb. 14, 91	\$10 1/2, ex div., sellers
Bank of India, Ltd.	1,000,000	100,000	1	2,111.15	23, February 14, 91	\$70, nominal
National Bank of China, Ltd.	1,000,000	20,000	1	2,111.15	23, February 14, 91	20 1/2, ex div., 23 1/2, sales
Do. Do. (Founders)	1,000,000	20,000	1	2,111.15	23, February 14, 91	\$80, buyers
Marine Insurance.						
Union Insurance Society of Canton, Ltd.	2,500,000	10,000	20	800,000	25 per cent. for 1890, Oct. 12, 91	\$80, sales
China Traders Insurance Co., Ltd.	2,000,000	24,000	20	700,000	18 per cent. for year ending 31/3/90, Sept. 18, 91	\$60, sales and buyers
North China Insurance Co., Ltd.	1,000,000	5,000	50	217,418	10 per cent. for 1889	Tia. 260, sellers
Yantai Insurance Association, Ltd.	800,000	8,000	100	230,000	10 per cent. for 1889	\$108
Canton Insurance Office, Ltd.	2,500,000	10,000	20	550,000	Int. div. of 10 % for 1891, paid Jan. 4, 92	\$104, sellers
Straits Insurance Co., Ltd.	3,000,000	80,000	20	511,107	5 per cent. for year ending 31/12/90, July 4, 91	\$14
Fire Insurance.						
Hongkong Fire Insur. Co., Ltd.	2,000,000	8,000	50	1,080,000	18 per cent. for 1889, March 9, 91	\$230, ex div.
China Fire Insurance Co., Ltd.	2,000,000	20,000	20	779,000	30 per cent. for 1890, Feb. 29, 92	\$84, sales
Straits Fire Insurance Co., Ltd.	2,000,000	20,000	20	245,295.47	8 1/2 per cent. for 1889, March 27, 91	\$17
Singapore Insurance Co., Ltd.	3,000,000	30,000	20	108,840.55		\$9, sellers
Shipping.						
Hongkong, Canton & Macao Steam-boat Co., Limited	1,600,000	80,000	20	9,000	4 per cent. for 1-year ending 31/12/91, Feb. 1, 92	\$35 1/2, sellers
Indo-China Steam Navigation Co., Limited	1,200,000	40,000	10	882.64	2 1/2 per cent. for 1890, June 1, 91	25 % discount
China & Manila S. S. Co., Ltd.	250,000	5,000	50	1,974.47	5 per cent. for year ending 30/9/91, Sept. 28, 91	\$38
Douglas Steamship Co., Ltd.	1,000,000	20,000	50	40,731.80		\$38
China Mutual S. S. Co.	400,000	10,000	10	2,294.17	Int. div. of 2 % prem. for 6 months to 30/9/91, October 14 and 24, 1891.	\$10, nominal
Do. Do. new issue	400,000	10,000	10	2,294.17		\$10, nominal
Steam Launch Company, Ltd.	100,000	2,000	30	1,278.50	3 per cent. for 1-year ending 30/9/91, Sept. 1, 91	\$30, sellers
Refineries.						
China Sugar Refining Co., Ltd.	1,500,000	15,000	100	none	Int. div. \$6 per share, Aug. 28, 91	\$180, sellers
Laron Sugar Refining Co., Ltd.	700,000	7,000	100	none	88 per share for 1890, March 28, 91	\$56, nominal
Mining.						
Panjin Doo Samtan Mining Co., Ltd.	600,000	60,000	10	none		\$1 1/2, sellers
Société Française des Charbonnages du Tonkin	4,000,000	8,000	50	\$319,363.31		\$350, sellers
Selama Tin Mining Company, Limited	575,000	115,000	5	none		40 cents, sellers
Do. Do. new issue	575,000	115,000	5	none		\$1, sellers
Jelebu Mining & Trading Co., Ltd.	225,000	45,000	10	none	7 per cent. 1-year ending 5/8/91, Oct. 15, 91	\$7 1/2, sellers
Raub Australian Syndicate, Ltd.	1,000,000	1,000,000	18 1/2	none		70 cents
Société Française des Houillères de Touraine	4,000,000	4,000	100	\$12,442.12		30 % dis., sellers
Docks, Wharves & Godowns.						
Hongkong & Wharves Dock Co., Ltd.	1,562,500	12,500	125	13,205.01	7 per cent. 1-year ending 31/12/91, Mar. 1, 92	70 % prem., sales
Hongkong & Kowloon Wharf & Godown Co., Limited	1,000,000	20,000	50	15,469.84	Final div. 3 per cent. 1-year ending 31/12/91, paid 28/1/92	\$48, sellers
Wharves & Godown Co., Limited	200,000	2,000	37 1/2	478.20		\$40
Land, Hotels & Buildings.						
Hongkong Land Investment & Agency Company, Ltd.	5,000,000	50,000	50	1,250,000	Final dividend of 8 1/2 % per share, making total of 2 1/2 % for 1891, Jan. 25, 92	\$68, sales and sellers
Kowloon Land and Building Company, Ltd.	300,000	6,000	30	267.16		\$11, buyers
West Point Building Co., Ltd.	825,000	12,000	40	1,874.17	60 cents, July 20, 91	\$25, sellers
Hongkong Hotel Co., Limited	300,000	6,000	50	2,031.55	4 per cent. for 1-year ending 30/6/91, 30/6/91, Sept. 7, 91	\$3 1/2, sellers
Austin Arms Hotel & Building Company, Limited	200,000	4,000	50	none		\$8, sellers
Humphreys Estate & Building Company, Ltd.	100,000	1,000	100	\$5,787.43	14 per cent. for 1890, April 17, 91	\$200, nominal
Do. New issue	150,000	1,500	100	3,243.93		
Miscellaneous.						
Green Island Cement Company Limited	1,000,000	20,000	50	none		\$7, buyers
China-British Co., Ltd.	750,000	7,500	50	\$50,173.79		\$10, sellers
A. S. Watson & Co., Limited	600,000	60,000	10	440,000	Int. Div., 7 per cent. for 1891, Nov. 5, 91	\$18 1/2, sellers
Hongkong Trading Co., Ltd.	400,000	4,000	50	4,342.74	8 per cent. for 1890, April 1, 91	par nominal
H. G. Brown & Co., Limited	300,000	6,000	50	1,472.50	Int. div., \$2 per share, Sept. 9, 91	\$37, sellers
Hongkong Electric Co., Limited	300,000	30,000	5	none		\$4 1/2, sales
Latuk Planting Co., Limited	250,000	5,000	50	none		\$2
Hongkong & China (old issue) Gas Co., Limited (new)	70,000	7,000	10	\$30,534.73	10 per cent. for 1890, and 2 1/2 per cent. bonus, April 9, 91	\$120, sellers
H. K. Rops Manufacturing Co., Ltd.	150,000	3,000	60	25,000	88 per share for 1891, March 12, 92	\$110, ex div., sellers
Geo. Fenwick & Co., Limited	150,000	6,000	25	1,029.97	10 per cent. for 1890, March 11, 91	\$15, sellers
Hongkong Ice Co., Limited	125,000	6,000	25	3,600.71	24 per cent. for 1891, paid Feb. 12, 1892	\$75, sellers
Hongkong High-Level Tramways Company, Limited	125,000	1,250	10	2,034.86		\$50 1/2, sellers
Hongkong Brick and Cement Company, Limited	100,000	4,000	21 1/2	220,067.89		\$10, nominal
Dairy Farm Co., Limited	100,000	10,000	1	419.31	3 per cent. for year ending 1891, paid Feb. 17, 92	\$6, com.
Crutwick & Co., Limited	80,000	1,600	50	none		\$16, buyers
Hong & China Bakery Co., Ltd.	50,000	600	60	793.07	85 per share for 1890, March 17, 1891	\$75, sellers
Campbell, Moore & Co., Limited	12,000	1,200	10	846.61		\$6, nominal

Loans to Imperial Chinese Government.	Agents for the Loan.	Amount of Loan.	Par Value of Bonds.	Outstanding Bonds.	When Payable.	Closing Quotations.
Chinese Imperial Govt. 8% Silver Loan 1884	H. K. & S. S. Bankers Co.	\$1,694,700 Hongkong Currency.	\$500 H.K. Currency.	879	16 Oct. each year until 1899	\$50 1/2, buyers
Chinese Imperial Govt. 7% Silver Loan 1886	Do.	Shanghai Tia. 787,200.	Shanghai Taels 250.	2,916	31st Nov. and 30th Sept. each year until 21st Mar. 1917.	Tia. 275, buyers
B.K. Hotel Co. 8% Mortgage Debentures 1889	Do.	\$400,000 (to be redeemed on 12/10/92)	\$500	600	Half yearly, on 10th April and 10th October.	\$500
Hongkong & Kowloon Wharf & Godown Co. 5% Debentures of 1891	Do.	\$100,000 (to be redeemed on 1/10/92)	\$250	2,000	Half yearly, on 1st April and 1st October.	\$250, sellers
China Merchants S. N. Co. 7% Mortgage Debentures	Do.	\$300,000	\$100	1,190	Quarterly up to 1st Sept. 95	\$101, buyers
Société Française des Charbonnages du Tonkin 8% Debentures	The Company	\$200,000	\$100	6,000	1890 or earlier at option of Co. on 6 months' notice	\$100
G. I. Cement Co. 8% Mortgage Debentures	Do.	\$500,000	\$100	All	30th June and 31st Dec.	\$100

(*) Pending receipt of note for 1891. (**) Equalization of Dividend Fund. (†) Depreciation & Insurance Fund. (‡) Reserve & Depreciation Fund. (§) First reserve Fund.

STOCKS & BOND BROKERS.
Telegraphic Address: "MONTREUX" Hongkong.
(In the A.S. & S. Co.)

Mails.



STRAIT MAIL FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAHIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRINDISI,
PLYMOUTH AND LONDON.
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.H.—Cargo can be taken on through Bill of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, HAMBURG, NEW YORK AND BOSTON.

SPKOE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship BOHILLA, Capt. O. E. S. Toque, R.N.R., with Her Majesty's Mail, will be despatched from this for BOMBAY, on THURSDAY, 17th March, at Noon; on arrival at Bombay, the BOHILLA will be met by the BOHILLA, which will take on her cargo for LONDON, on the 21st APRIL.

Cargo will be received on board until 4 p.m. and parcels (Gold) until 5 p.m. on the day before sailing. Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay.

For further Particulars regarding FREIGHT AND PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office. This Steamship takes Cargo and Passengers for MARSEILLES.

H. H. JOSEPH, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, March 5, 1892.

U. S. MAIL LINE
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND FORTHER AT YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.
China Mail Steamship, WINTER, Mar. 23, City of Yokohama, SATURDAY, April 16.

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, on WEDNESDAY, the 23rd March, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First Class.
To San Francisco, Vancouver, Victoria, Equinox, Port Townsend, Seattle, Tacoma, Portland, Oreg., \$325.00.
To Liverpool and London, \$325.00.
To Paris and Bremen, \$325.00.
To Havre and Hamburg, \$325.00.
To London, \$325.00.
To Havre and Bremen, \$325.00.
To Havre and Hamburg, \$325.00.
To London, \$325.00.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 day Ticket.	100 day Ticket.
Kansas City, Mo., Omaha, Neb.	285.00	285.00
St. Louis, Mo.	202.50	202.50
St. Paul, Minn., Minneapolis, Wis.	202.50	202.50
Chicago, Ill.	202.50	202.50
Milwaukee, Wis.	202.50	202.50
Cincinnati, Ohio	202.50	202.50
Columbus, Ohio	202.50	202.50
Cleveland, Ohio	202.50	202.50
Toronto, Canada	202.50	202.50
Pittsburg, Penn.	202.50	202.50
Niagara Falls, N.Y.	202.50	202.50
Washington, D.C., Baltimore, Md.	202.50	202.50
Montreal, Canada	202.50	202.50
Philadelphia, Pa.	202.50	202.50
New York	202.50	202.50
Portland, Maine	202.50	202.50

All the above Rates are in Mexican Dollars.
Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomats, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco for China or Japan (or vice versa) within one year will be issued at a discount of 10 %.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office at San Francisco.

For further information as to Freight and Passage, apply to the Agency at the Company, No. 72, Queen's Road Central, Hongkong.

J. S. VAN BUREN, Agent.
Hongkong, March 10, 1892.

NOW READY.
PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW
By E. H. PARKER.

Can be obtained from KERR & WATSON at Shanghai and Hongkong, at LARA, GRAYSON & CO., Hongkong, and at the China Mail Office.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STRAIT MAIL FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUET,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA.

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 23rd March, 1892, at Noon, the Company's S.S. OLYMPIA, Commandant CHASSAGNE, with PASSENGERS, FREIGHT, and CARGO, will leave this Port for the above places.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. and parcels until 3 p.m. on the 22nd March, 1892. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply to the Company's Office.

G. DE CHAMPAUX, Agent.
Hongkong, March 9, 1892.

Occidental & Oriental Steamship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Belgian, on FRIDAY, April 5, Oahu, on SATURDAY, April 28, Galle, on SATURDAY, May 21.

THE Steamship BELGIAN will be despatched for San Francisco, and Yokohama, on FRIDAY, 5th April, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First Class.
To San Francisco, Vancouver, Victoria, Equinox, Port Townsend, Seattle, Tacoma, Portland, Oreg., \$325.00.
To Liverpool and London, \$325.00.
To Paris and Bremen, \$325.00.
To Havre and Hamburg, \$325.00.
To London, \$325.00.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 day Ticket.	100 day Ticket.
Kansas City, Mo., Omaha, Neb.	285.00	285.00
St. Louis, Mo.	202.50	202.50
St. Paul, Minn., Minneapolis, Wis.	202.50	202.50
Chicago, Ill.	202.50	202.50
Milwaukee, Wis.	202.50	202.50
Cincinnati, Ohio	202.50	202.50
Columbus, Ohio	202.50	202.50
Cleveland, Ohio	202.50	202.50
Toronto, Canada	202.50	202.50
Pittsburg, Penn.	202.50	202.50
Niagara Falls, N.Y.	202.50	202.50
Washington, D.C., Baltimore, Md.	202.50	202.50
Montreal, Canada	202.50	202.50
Philadelphia, Pa.	202.50	202.50
New York	202.50	202.50
Portland, Maine	202.50	202.50